

# ***NORTH CAROLINA WING CIVIL AIR PATROL***

***U.S. Air Force Auxiliary***

## ***Carolina WingSpan***

***Citizens serving communities: Above and Beyond***

**APRIL 2009**



***Scenes from Seymour Johnson  
Air Show ... Courtesy of Lt. Col. Don Beckett***



***Carolina Wingspan*** is publication of the North Carolina Wing, Civil Air Patrol, Wing Headquarters,  
P O Box 2082 Burlington, NC 27216-2082. The opinions expressed herein are those of the individual  
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NOAA WP-3 Orion "Hurricane Hunter," Miss Piggy, arrives at RDU  
Article and photos in next month's issue

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"Carolina WingSpan" is the official newsletter of the Civil Air Patrol,  
North Carolina Wing HQ, U.S. Air Force Auxiliary

For guidelines for article and photo submission go to:

<https://www.ncwg.cap.gov/index.cfm?fuseaction=page.display&pageID=486>

# NC Wing Commander Presents Awards, Promotions

BURLINGTON, NC (04/14/2009)—Col Roy Douglass, Commander of the North Carolina Wing, presented awards and promotions at a ceremony at the Burlington Composite Squadron weekly meeting. On hand were squadron members, family, and visitors from around the area.

Burlington Squadron commander Capt Andy Wiggs introduced the Colonel and organized the event. Senior members and parents organized refreshments for the visitors. After the awards were given, there was time for fellowship and hangar flying.

Of special note were the awards given to Maj Jon Johnson, Deputy Commander for the Burlington Composite Squadron and Logistics and Maintenance officer for the North Carolina Wing. Maj Johnson earned both the Benjamin O. Davis award for completing Level II Professional Development and the Grover Loening Award from completing Level III. It was announced that he's only waiting for a delay in the paperwork for Level IV.

The following members received awards:

Maj Jon Johnson – Davis Award, Loening Award  
Capt Chuck Dawson – Davis Award  
Capt Kertis Henderson – Davis Award  
C/Capt Zach Baughman – Earhart Award  
C/Capt Will Buslinger – Earhart Award  
C/2nd Lt Jonathan Bartel – Mitchell Award  
C/2nd Lt Melissa Hicks – Mitchell Award  
C/SSgt Jordan Andrews – Wright Brothers Award  
C/SSgt Cameron Horner – Wright Brothers Award  
C/A1C Caleb Eng – Arnold Achievement  
C/A1C John McKissack – Arnold Achievement  
C/A1C Marvin Newlin – Arnold Achievement

KERTIS HENDERSON, Capt, CAP  
Public Affairs Officer  
Burlington Composite Squadron

Photos by 1st Lt Ruth Buslinger, NC-022

The following members received promotions:

Capt Chuck Dawson  
C/A1C Caleb Eng  
C/A1C John McKissack  
C/A1C Marvin Newlin



From L-R: Col Roy Douglass, C/Capt Zack Baughman, Cadet Commander NC-022, C/2nd Lt Jonathan Bartel



From left to right: Col Roy Douglass, Maj Jon Johnson



From L-R: Col Roy Douglass, Maj Jon Johnson, Capt Chuck Dawson, Capt Andy Wiggs



# Airmen and Soldiers Recognized for Volunteer Service to CAP

Pope Air Force Base, North Carolina – In a first for both the Civil Air Patrol (CAP) and the Department of Defense, sixteen Military Outstanding Volunteer Service Medals (MOVSM), the largest number ever awarded in a single ceremony for support to one organization, were presented on March 25, 2009 at the CAP Squadron Headquarters at Pope Air Force Base to Airmen and Soldiers assigned to units at Fort Bragg and Pope Air Force Base.

The awardees represented Airmen both the active and reserve components of the military. The sixteen medals were presented for outstanding support to the Fayetteville Composite Squadron, CAP. CAP is the official Auxiliary of the United States Air Force. The Soldiers and Airmen, who are all volunteers, supported the squadron of the past year as Search and Rescue Team leaders, aircrews, instructors, and administrators.

Lieutenant Colonel Jayson A. Altieri, who is assigned to the 82nd Airborne Division, presented the awards at a Joint Service ceremony held at the Fayetteville CAP Squadron. In attendance were family members, friends, and Soldiers and Airmen from various units. Receiving the MOVSM were Captain Donald Burris, First Lieutenant Harold Hernandez, Chief Warrant Officer Two Christopher Crawford, Chief Warrant Officer Two Dylan Ferguson, Chief Warrant Officer Two Clifton Russell, Sergeant Major Luis Bispo, First Sergeant Craig Richardson, Technical Sergeant Jason Ward, Technical Sergeant David Siemiet, Staff Sergeant John McSorley, Specialist Robert Kennedy, Senior Airman Hari Sangha, Private First Class Aaron Seng, and Private First Class Zachary Welsing.

“This award recognizes the work of the importance of volunteer service to the community and the Republic and reflects great credit, not just to the Fort Bragg and Pope Air Force Base communities, but to the Department of Defense as a whole,” said Lieutenant Colonel Altieri. “For our Soldiers and Airmen to volunteer their time to support activities, such as CAP, reflects well on the caliber of the men and women in uniform.”

While there is no specific time period to qualify for the MOVSM (for example 500 hours of community service within 24 calendar months), the MOVSM is intended to recognize exceptional community support over time, not simply a single act or achievement. Further, it is intended to honor direct support of community activities. The sixteen military personnel were specifically cited for their support to CAP’s three main missions – Aerospace Education, Cadet Programs, and Emergency Services.

POC: Fayetteville Composite Squadron PAO \*\*\*\*\* Photos courtesy of the 82nd Aviation Brigade PAO Office



Photo 2 Lt. Col. Jayson A. Altieri, US Army (L) presents the MOVSM medal to Sgt. Maj. Luis Bispo (R) at the Fayetteville Composite Squadron MOVSM Ceremony.

Photo 1 ( (L to R) Capt. Donald Burris, 1st Lt. Harold Hernandez, Pfc. Aaron Seng, Chief Warrant Officer 2 Dylan Ferguson, Sgt. Maj. Luis Bispo, Tech. Sgt. Jason Ward, Pfc. Zachary Welsing, Tech. Sgt. David Siemiet, Spc. Robert Kennedy and Staff Sgt. John McSorley.



# Carolina WingTips

## Congratulations NCWG

On behalf of the NCWG Operations Staff, I want to send out a big congratulations to all NCWG Members. Since the last A&B list was produced on 19-MAR-09 we have gone from 57 A&B Pilots to 69. Thanks to all you who helped recruit, mentor, instruct, and check out new and former CAP Pilots. Lets make a goal to have 100 active A&B pilots by the end of June. If you have any ideas for pilot retention and or recruiting, please send them to me. Thanks again for your hard work.

Joey R. Surles, Capt, CAP  
Standardization and Evaluation Officer, DOV  
North Carolina Wing



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## Cadets to be featured at Durham Bulls game

This is a reminder that the Raleigh-Wake Cadet Color Guard has been asked to present the colors at the Durham Bulls baseball game on Friday, May 15.

Who: All Senior Members, Cadets and families; What: Durham Bulls vs Louisville Bats; Where: Durham Bulls Athletic Park; When: Friday, May 15 7:05pm.

The Bulls are offering us group tickets at \$8 each for the game. Please respond to Lt. Shanley at meshanley@hotmail.com by APRIL 15 with how many tickets you would like. Payment must be submitted no later than April 30 and can be done either by dropping off payment at the CAP Cadet Office at RDU, or by mailing to the attention of Lt. Shanley at 8617 Langtree Lane, Raleigh NC 27613. Checks should be made payable to Raleigh-Wake Composite Squadron. All members are requested to be in uniform for the game. Cadets should wear blues and Seniors should wear either blues, or white aviator shirt or golf shirt w/grey slacks.

Thank you and I look forward to seeing you all at the game!

2Lt Marie Shanley, CAP  
Deputy PAO  
Raleigh-Wake Composite Squadron

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Lt Col Willis,  
You deserve a BIG CONGRATULATIONS for making sure NCWG received an excellent rating on our Evaluated SAREX. You and all the hard working ES staff for this outstanding SAREX effort are to be commended for a job well done. Although we still have issues to be worked on, this was a tremendous improvement over our effort last year and shows an outstanding commitment to Excellence in all we do. As a Past Wing Commander, I could not be more proud of this Wing under Col Douglass' leadership and your ES skills as an IC.

Larry J. Ragland, Col, CAP  
Government Relations Officer  
North Carolina Wing

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## Say Again, Please

Tower: 'Delta 351, you have traffic at 10 o'clock, 6 miles!'

Delta 351: 'Give us another hint! We have digital watches!'

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Tower: 'TWA 2341, for noise abatement turn right 45 Degrees.

TWA 2341: 'Center, we are at 35,000 feet. How much noise can we make up here?'

Tower: 'Sir, have you ever heard the noise a 747 makes when it hits a 727?'

# Carolina WingTips

## NC WING is "Excellent"

I want to take this opportunity to say THANK YOU to everyone that came out this weekend to the Air Force Evaluated SAREX. >From what we can tell this was the largest turnout we have ever had for a SAREVAL. Though the results are not yet finalized, preliminary reports from the Air Force indicate that the Wing Received a grade of "EXCELLENT". This would not have been possible without the dedication of all those that participated and in particular the Mission Base Staff. I want to say thank you to all the Staff. Events this large do not "pull themselves off" - it take a tremendous amount of time and energy ahead of the event to make it a success. I couldn't possibly be more proud of the job everyone did than I am today. My hat is off to you all.

For those that might be new to the program and not understand the significance of the weekend, our funding for ES training for the next two years is determined in large part by our performance during the Evaluation. We should be well positioned for the coming years as a result of your efforts. THANK YOU.

Again, thank you all for a tremendous weekend. I am extremely proud of North Carolina Wing.

Lt Col Jeff Willis, CAP  
Incident Commander

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## NC WING Tops In Safety At MER Conference

I am pleased to announce that Capt Dan McCollum was named as the MER Safety Officer of The Year.

North Carolina also was named as the recipient of the Paul W Turner Safety Award.

David E. Crawford Lt Col, CAP

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## APEX Tops In The Middle East Region

I am pleased to announce that the Apex Cadet Squadron has been named as the MER Squadron Of Distinction.

David E. Crawford, Lt Col, CAP

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# NC Wing Receives High Marks For SAREVAL

April 20, 2009

Burlington, NC – The US Air Force inspection team had supplied the NC Wing with a challenging list of scenarios as members from across the state began signing in. Nearly 180 signed in and reported for the briefing on Saturday, April 18 at 8:30 a.m. Lt. Col. David Crawford, NC Wing Chief of Staff, said that the SAREVAL is a test of the Wing's ability to handle multiple assignments and still perform in an exemplary and efficient manner. "The Air Force determines our budget for the next two years based on how well we do," Crawford said.

Incident Commander, Lt. Col. Jeff Willis, led a record-breaking general briefing—just 15 minutes—and then pilots and ground teams moved off to their respective briefing tents. The mission base staff re-entered Wing HQs and prepared for action. A very busy day would follow. The list of assignments was projected on the big screen in the HQ auditorium. At the bottom it listed the local weather forecast, "Severe Clear," and that's how it remained throughout the day.

Eight scenarios handled included: Hurricane photo recon (from simulated Hurricane Anna), a missing aircraft, flooding near Kerr Scott Dam, VIP transport, a derailed train in the northeast near Rocky Mount, disaster relief photos at Jordan Lake, various hog farms, and the Chowan River, an ELT mission near the town of Liberty and a Homeland Security mission. Satellite Digital Information System (SDIS) photos from disaster and flooding sites were transmitted from the aircraft to Mission Base.

But SDIS wasn't the only high technology used during the mission. A team of engineers from the NC Dept of Transportation-Aviation Division introduced the Automatic Dependent Surveillance Broadcast (ADS-B) system to CAP. Transmitters were installed in aircraft and vehicles and they could be tracked on a big screen in the mission Base without the aid of radar. Capt. Steve Merritt, CAP, Raleigh-Wake Comp. Sqdn., led the DOT team in installing the black boxes and setting up the monitoring equipment in the auditorium. ADS-B, according to Paul Takemoto, in an article published by the U.S. Dept. of Transportation, said that simply put, ADS-B is the future of air traffic control. Instead of using radar data to keep aircraft at safe distances from one another, in the future, signals from the Global Navigation Satellite System will provide air traffic controllers and pilots with much more accurate information that will help keep aircraft safely separated in the sky and on runways. For more information on ADS-B go to: [http://www.faa.gov/news/fact\\_sheets/news\\_story.cfm?newsId=7131](http://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=7131)

Nine aircraft, including a GA-8 Air Van, flew into the Burlington-Alamance Regional Airport and quickly turned right around and flew 32 sorties accumulating 51.5 hours. A combination of nine CAP vehicles and 10 personal vehicles ran up 1,646.2 miles. According to Mission Safety Officer, Maj. John Maxfield, there were no safety issues. "The safety team wrote up one simulated Safety Form 78 and we also had a simulated medical emergency with the Mission IC feigning a heart attack," Maxfield said.

At the mission debriefing, USAF inspection team leader, Maj. Scott Porter, said that the overall grade for the NC Wing was, "Excellent." He also presented commander's coins to three mission base staff members and one pilot. "These represent 'Benchmarks or Outstanding scores,'" Porter said. Col. Larry J. Ragland received an Outstanding for his preflight and post-flight of the GA-8 Air Van. Mission Base Staff recipients with Outstanding evaluations were: 1st Lt. Linda Davis-CISM, Maj. John May-AOBD and 1st Lt. Don Penven-MIO.

An unofficial (no trophy) award went to the Asheville Composite Squadron for the cleanest aircraft. Lt. Col. Jeff Willis said, "Though the competition was fierce and Raleigh-Wake gave them a run for their money, in the end they edged everyone out - but only by a little."

Donald S. Penven, 1st Lt., CAP  
Mission Information Officer



Additional photos available at: <http://picasaweb.google.com/donpenven/SAREVAL2009#>

## CAP Honors Honor Air Participants

Cadets and senior members of the Asheville Composite Squadron of the Civil Air Patrol honored returning participants of a Rotary Club Honor Air flight at the Asheville Regional Airport Saturday night (April 18).

One hundred veterans of World War II were flown to Washington, DC to see the World War II memorial by the Asheville Rotary Club on Saturday morning spending the day at other Washington site including Arlington National Cemetery, the Vietnam Memorial and the Lincoln Memorial.

Upon their return to the Asheville Airport, they were greeted by friends and family and a color guard that presented arms to the returned soldiers of the “greatest generation.”

Smiles, teary eyes and returned salutes came from the veterans as they came through the main gate at the terminal. Cheers from the crowd and military music from a boom box played while the color guard held present arms position for nearly 20 minutes as the unsung heroes met their families. Two additional members of the Asheville CAP and an Owen ROTC student stood on the opposite side of the color and salute the veterans.

Returning WW2 vet salutes the Asheville CAP cadet presenting colors.

2Lt. Clint Parker  
Asheville PAO





# NC Wing Members Honored at MER Conference

Richmond, VA – The Sheraton Richmond West served as an ideal launch pad for the Middle East Region (MER) Annual Conference. MER consists of seven wings: Delaware, Maryland, Virginia, West Virginia, North and South Carolina and the National Capital. MER Vice Commander, Col. C. Warren Vest, MER Vice Commander, served as Master of Ceremonies and introduced the head table (see photo).

First to speak to the general assembly was MER Commander, Col. Joseph Vasquez. In his State of the Region Address, Vasquez said, “All seven wings rank excellent in our charter missions: Emergency Service, Aerospace Education and Cadet Programs.” He noted that MER is in the top half nationally in aircraft utilization. Vasquez congratulated the NC Wing for having achieved an Excellent rating in a recent CAP-USAF Compliance Inspection.

Vasquez said that MER had no severe accidents or injuries during the past 12 months and he commended SC for an increase in membership of eight (8) percent.

Maj. Gen. Amy Courter, CAP National Commander, presented the commander’s and executive director’s report. She said that the current goal is to position CAP as the Resource of Choice. “We want people who think Search and Rescue to think of CAP.

Courter recounted a recent meeting with the 1<sup>st</sup> Air Force staff at the Pentagon. “Gen. Morrow said of CAP, ‘They have never failed us. The CAP, in its Air Force Auxiliary role, is being recognized as an Air Force air component,’” Courter said.

Courter reviewed CAP’s record for the past year. “91 lives were saved; we completed 80% of 1<sup>st</sup> Air Force’s daily missions. We experienced multi-wing disaster relief responses and we provided major support for Hurricanes Gustav and Ike,” she said. Courter expressed pride in the fact that CAP completed 11, 737 Orientation Flights for cadets in FY 2008.

Representing CAP’s Executive Director, Mr. Don Rowland, Jim Mallett, Director of Educational Programs stated that CAP membership currently has 34, 126 officers and 21, 568 cadets. In addition to CAP’s 550 aircraft, “We have 915 vehicles, 8000 mobile radios and 14, 900 portables radios,” Mallett said.

Rounding out the day’s speakers was Lt. Col. Mark Silver, USAF. Silver expressed his sincere thanks for CAP’s service to the Nation.

MER awards were presented by Col. Vasquez. Awards for NC included:

MER Safety Officer of the Year – Capt. Dan McCollum, NCWG Safety Officer

MER Paul Turner Safety Award – NC Wing

MER Frank E. Brewer AE Award – Lt. Col. Jason Altieri, Fayetteville Comp. Sqdn.

MER Meritorious Service Award – Col. Roy Douglass (NCWG CC), Lt. Col. Paul Meade (NCWG CV), Lt. Col. Pam Strug, Apex Comp. Sqdn.

MER Commander’s Commendation – Lt. Col. Dominic Strug

MER Squadron of Distinction – Apex Cadet Sqdn.

Donald S. Penven, 1st. Lt., CAP

Director of Public Affairs

North Carolina Wing



# NC Wing Cadets

NC Cadet Programs will be hosting an Honor Guard Academy at the NC Justice Academy West over the Memorial Day weekend Beginning Friday May 22nd and concluding on Monday at Noon. The TLC will run Friday evening and Saturday.

Honor Guard Academy is open to all cadets who have achieved their Curry and above. All senior members who have completed LVL I and CPPT are welcome to attend either or both the TLC and Honor Guard Academy.

If you are in need of instructing a TLC, let me know ASAP and we can set you up to instruct. This will be a basic presentations and ceremonial academy. Precision rifle movements will come later. We are currently planning to end with a memorial program at a local veteran's cemetery, on Memorial Day.

Cost for the weekend is \$55. This will cover meals Saturday, Sunday and Monday morning, and rooms for Friday- Sunday.

Mail applications and fees to WG HQ ASAP. Please Email me your intentions to attend so I can keep track of numbers. Space is limited to 75 persons.

Special Thanks to Maj Rich Augur and Maj Max Benbow for their efforts and work to plan and organize this event and get it running.

ALBERT R. THERRIAULT, Lt Col, CAP  
Director of Cadet Programs  
North Carolina Wing

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## NC Wing has a new Cadet Program;

MER-NC-850 Southeast Raleigh Magnate High School Flight, AKA Bulldog Flight.

For the past few months they have been recruiting, working, leading, and growing the flight at the high school to the point where they were now able to apply for National Charter.

The flight is the brainchild of C/1LT Kyle Zobel, working with the school leadership officer, now CAP SM Bridget Bryant, they were able to convince the school officials of the benefits of the CAP leadership program to the high school. To make this happen C/1LT Zobel enlisted the assistance of the NC-048 Testing Officer and now Flight Commander of the new unit Capt Terri Zobel, who has been doing double duty between the two units to bring this together. Also assisting were and will be for a while several cadets from Raleigh-Wake. As a new unit having the benefit of trained instructors such as C/Col Jeremiah Coogan and C/Capt Stephen Coogan, along with help from several of the cadets from RDU, demonstrate to the new members what CAP leadership is all about.

Currently there are about 20 students attending the meetings and about 9 have turned in paperwork. 4 of the SRMHS faculty members have also joined the program.

Congratulations to all on an outstanding job, hard work, and dedication. Hopefully this will be the first of many High School units across the Wing.

ALBERT R. THERRIAULT, Lt Col, CAP  
Director of Cadet Programs  
North Carolina Wing

# NC Wing Cadet News Article Contest

Here's a challenge for our cadets--the NC Wing Public Affairs Directorate will sponsor an article contest as a followup to this years encampment. The full rules and regulations will be announced over CAPNC in a short time.

The directorate will enlist the aid of a group of judges from within CAP that will represent a fair cross-section of skills, educational levels and backgrounds.

Several awards will be presented to the victorious in two catagories:

1. Best Article based on Encampment Activities
2. Best Photograph of Encampment Activities
3. We will also offer runnerup awards in both catagories.

We are currently working with the Wing Staff to determine the actual awards.that will be given. They will be impressive. The winning and runner-up articles and photos will be published in Carolina WingSpan, which will make them eligible for entry into the Maj. Howell Balsam Awards from the National Public Affairs Office.

We have quite a few details to work out with Lt Col Therriault and his staff. Until then, watch for more details on CAPNC.

Good luck and best work,

Donald S. Penven, 1st Lt, CAP  
NC Wing Director of Public Affairs



## Senior Staff Selections for 2009 Encampment

The long awaited senior staff selections. If anyone has a problem please feel free to contact me so we can fill a slot.

The deadline for applications and money will be close of business on May 11. all the forms are found on a link under Col Roy Douglass's smiling face,

Or follow this link: <https://www.ncwg.cap.gov/index.cfm?fuseaction=page.display&pageID=567>.

Executive officer	Lt Col Al Theriault
Commandant of Cadets	Maj Andy Wiggs
Finance	Lt Col Leslie Ingram
Admin	2Lt. Kathy Gaddy
Transportation	Maj Mary Fleagle
Comm	Maj Mike Starr
Logistics	1Lt mark Wuerfful
Logistics asst	1Lt Dan Walker
Chaplain	Maj Edward Fleagle
PAO	Maj Conrad D Cruz
PAO Asst	Maj Paul Twiddy
Medical Officer	Capt Mary Sandlin
Safety	Capt Dan McCollum
Lead TACO	1Lt James Brogan
TACOs	S/M Jacob Summey
	1Lt Joseph French
	Capt Karl Katterjohn
	FO Nathan Hertzog
	1Lt Mauro Capobianco
	1Lt Fred Draper



Linwood M. Dabney Maj. CAP  
NCWG/NATCAP Encampment Commander





# Tipping Point ... *From "Over The Air Waves"*

In Malcomb Gladwell's best selling book titled *The Tipping Point*, we learn how good and bad ideas, products, messages, and behaviors spread just like viruses. Seldom the result of a single cataclysmic event, wars begin, economies crash, crime rates soar, and epidemics occur as a result of the growth of many, seldom noticed, little unintended things that reach the tipping point. Then boom!

Many of the things we see and do in aviation follow the same tipping point principle. Everything from neglected maintenance to carelessness in the cockpit eventually reach the tipping point where something goes boom, then people die.

The regrettable part of the tipping point principle is that we often fail to see it coming. Examples abound in everyday life . . . like Bernard Madoff's \$60 billion Ponzi scheme that destroyed the lives of thousands of families, or the tumultuous tumble of Wall Street, or the tragic crash of Continental Flight 3407 near Buffalo, NY a couple months ago.

Where were the gatekeepers? Who was minding the store? Should we have seen it coming before the tipping point was reached?

Okay, those sad events are now history but do we know what tipping points are laying just around the corner in general aviation? Are bad things brewing that our industry leaders are not seeing? They are . . . and the sooner our industry leaders recognize them as pending cataclysmic tipping points, the better our chances of avoiding them.

There are two pending tipping points that have been lurking around general aviation for decades. These things have far greater potential to destroy our industry than, say, user fees or larger jet security measures. These two things go to the very heart of our fragile industry.

Our unrelenting fatal accident rate

First among pending tipping points is our chronic fatal accident rate. We continue to suffer over 250 fatal wrecks every year, 80 percent of which are caused by pilot error. Yes, we occasionally see a glimmer of improvement from one year to the next, but there has been no statistically significant change in our fatal accident rate over the past 10 years.

So what's the problem? Well, aside from needlessly lost lives and grieving families, each fatal accident turns an entire community off to general aviation for months to come. Multiply this "community turn-off" by 250 times every year and we can easily see why our friends and relatives say, "Those little airplanes scare me!" When one of these friends or relatives happens to be the spouse or parent of a wanna-be pilot and/or aircraft purchaser, the economic consequence to our fragile industry can be astounding.

The fact that this problem will likely reach a tipping point is evident by the absence of any expressed outrage by our industry leaders including AOPA, EAA, and the FAA. They know that this problem exists but instead of outrage, it is treated as GA's dirty little secret. They don't see the pending tipping point.

Our deplorable fatal accident rate is spoken only in hushed voices. And when it is referred to, we hear placating statistical justifications that are intended to deflect our attention elsewhere.

Our deplorable 40 percent new student dropout rate

Second among GA's pending tipping points marching rapidly forward is our chronic flight student dropout rate, which is estimated to be around 40 percent. This translates to between 15,000 and 20,000 potential new pilots who drop out of training each year before their private pilot checkride. Any other industry that loses 40 percent of its new customers each year would be history faster than a swatted house fly!

Our chronic fatal accident and student drop-out problems trace their origins back to a broken flight training industry that is ill-equipped to do the job their customers pay them to do . . . to provide decent customer service while teaching people how to fly – safely.

# Cape Fear Unit Offers Scanner Training

Contact: 2<sup>nd</sup> Lt. Steve McMillan, Public Affairs Officer

Cell: 703-973-2449

Email: [steve@capefearproductions.com](mailto:steve@capefearproductions.com)

April 28, 2009

Wilmington, NC – Supported by The Cape Fear Composite Squadron's CAP cadets in the field, six CAP senior members participated in the aerial training mission toward completion of their SQTR Scanner training requirements. In this exercise, three sorties were flown over wooded terrain to visually locate mock-ups of downed aircraft. All three sorties wrapped up quickly by successfully locating their targets in separate training areas.

The Cape Fear Composite Squadron has seen significant growth in the past year with an emphasis on expanding both cadet and Emergency Services programs. The squadron has enlisted more pilots, more seniors, and more cadets to better fulfill its community mission through Cadet Programs, Emergency Services and Aerospace Education.



Capt Beth Butrim and Capt. Mary Harrison celebrate their successful sortie.



Lt. Col Dennis Faver during preflight.



Lt. Col Dennis Faver and Cadet Craft stand down after successful mission.

**Photos provided by: Maj. David Harrison**

.... Continued from Page 12

Instead, most of today's flight instructors are recruited from the ranks of wannabe airline pilots who need to build logbook hours at somebody else's expense. We see large commercial flight schools paying this years' graduates \$10/hour to teach next years' incoming class of primary flight students. Talk about the "blind leading the blind!"

Similarly, it is little wonder why 40 percent of all new student pilots drop out before check ride day. Many of these enthusiastic new students follow antiquated curricula to practice areas where any potential love of flying is beaten out of them by inexperienced pilots who would rather be sitting in air conditioned airliners and corporate jets . . . then leave their students to pursue their careers before checkride. Yes, the system is broken and our industry is paying a dear price. Beware, the tipping point is near.

So what is the worst that can happen?

The tragic crash of Continental Flight 3407 a couple months ago in Buffalo, NY is one example of what could happen. While the jury is still out on this one, there's enough evidence to suggest that pilot error was a major contributing factor. Why else would an airplane be permitted to slow to near stall speed before any crew intervention was made? Did we not learn the importance of airspeed in Basic Airmanship 101?

Up until the crashes of Continental 3407 and Comair 5191 at Lexington, Kentucky's Blue Grass Airport in August, 2006, we assumed that shortcomings in GA flight training were being rectified by the airlines before young, inexperienced pilots are permitted behind the controls of passenger-carrying airliners. As recent airline accidents suggest, perhaps not.

As for our 40 percent new student dropout rate, let's count the cost. Each lost pilot to the system can be measured in REAL dollars. Stated in positive terms, by eliminating this 40% dropout rate, we could nearly double the new pilots entering the system each year. With that comes a doubling of everything from new headset sales to new airplanes rolling out of the Cessna, Cirrus, Mooney, and Piper plants.

Yes, my friends, the tipping point is near. When it does occur, all we know and love about general aviation could come to an immediate end. At a minimum, our GA factories will all close and what is left will be locked out of Class B, C, and D, and eventually E airspace. When that happens, we can all close the hangar doors and buy a boat instead. That's a tipping point that's worth avoiding.

So how do we fix the problem?

For starters, we begin fixing the problem by redefining the rules pertaining to the training, appointing, and recertification of flight instructors. Like A&P mechanics seeking to place "I A" (inspector authorization ) after their names, CFI candidates should have to log a minimum of three years of real world, in the system, experience following receipt of their commercial certificate to become eligible. (There is no such experience requirement to become a CFI.)

Similarly, CFIs who are qualified to teach instruments (CFI-I) should have to log no fewer than 10 hours of instrument flight in actual instrument conditions (IMC) to be eligible. (There is no such IMC experience requirement to become a CFII.)

Only 15 percent of all certificated flight instructors actually teach. The other 85 percent have never taught or haven't taught in years. Imagine if that were the case with the guy who signed off your last aircraft annual!

Solution . . . in order to retain their CFI certificate, flight instructors should have to submit a minimum of three applications for pilot certificates (FAA Form 8710) every two years. CFIs failing to do this can elect to undergo CFI recertification in the same manner as their initial certification. (There is no such requirement to remain qualified as a CFI.)

Next, we need to revamp the private pilot training curriculum and, as a minimum, replace the proverbial "practice area" with cross-country flights and aggressively incorporate FITS training throughout the revised private pilot curriculum. Yes, we can instill thorough maneuvers training but as a component of cross-country flight. The Practical Test Standards (PTS) should be modified accordingly.

What about the rest of us who are already pilots? Just because we carry a pilot certificate and a current medical in in our pockets, does that make us safe to fly? Airline crews undergo several days of mandatory recurrent training every 6 to 12 months. We GA pilots, on the other hand, are required to log a minimum of 1 hour of ground and 1 hour of flight training every

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24 months. Perhaps we, too, need to increase the frequency of mandatory recurrent training.

We can debate the details of these solutions and there are certainly other steps that can be taken. And we'll have to endure substantial opposition from AOPA and EAA who traditionally roadblock any proposed regulatory changes that impose "hardship" on their members prior to proving efficacy. Let's not forget, however, whose "hardship" we're trying to prevent!

So what would be the result?

By changing how pilots are trained and who trains them in the ways described herein would produce two simultaneous results. The first would be a measurable reduction in the number of fatal accidents attributable to pilot error. Better trained pilots simply make fewer mistakes. The major air carriers have proved that with their near perfect safety record.

Sure, skeptics will insist we "prove" this outcome before changing the system. Unfortunately, the only way to prove it is to do it. Remember, the tipping point is near.

The second outcome would be the infusion of some 15,000 or 20,000 additional new GA pilots into the system each year. By eliminating the frustrations and irritants of learning to fly through inept instruction, bad flight school practices, and antiquated flight training curricula, most flight students would actually finish their training and receive their pilot certificates. They would then go out and tell their friends about it and maybe even purchase a new airplane. Imagine . . . .

In reality, neither of these two outcomes is likely to result without the tipping point actually occurring. There is simply too much vested interest in the status quo, too much resistance to change and, frankly, too much head in the sand kind of thinking by our industry leaders.

We do not have to look much beyond the current Wall Street crisis and the resultant global economic meltdown to see what I mean. Yep, there is a couple of pending GA tipping points in our future. Unless we do something about them, our GA world could come crashing down.

Fly safe, fly smart.

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